



NAV AIR LAKEHURST



SAFETY AND HEALTH NEWSLETTER

MARCH 2003

NAES LAKEHURST PUBLIC SAFETY DEPARTMENT

VOLUME 6, ISSUE 6

UXO

The association of Lakehurst with the military did not begin until World War One. A new American company, the Eddystone Ammunition Corporation, a subsidiary of The Baldwin Locomotive Works, assumed a contract in 1915 for the production of shells for the Imperial Russian Government. A proving ground was established north of Lakehurst village by the company that same year. The United States entered the war in April 1917; a few months later the U.S. Army acquired the proving ground area and developed the site as an Experimental ground for gas warfare. A training camp for the Chemical Warfare Service, Camp Kendrick, was built near the proving ground in 1918 on land that would soon become part of the naval air station. Thousands of acres of property at NAES Lakehurst and Ft Dix contain unexploded ordnance (UXO), most of which is a result of weapons system testing and troop training activities. The risks posed by property containing UXO could be great depending on the types and amount of UXO that are present and how the property is or may be used. Those who use and manage property with UXO, as well as those responsible for making decisions regarding the property, need information on the risks presented by UXO, options for eliminating or reducing the risks, and factors to be considered in the decision-making process. This article summarizes the characteristics of UXO, safety procedures to be used on property that contains UXO, UXO risks and risk assessments, options and technologies for reducing the risks, and factors that should be considered in the decision-making process.

UXO, which stands for Unexploded Ordnance, results from the military's use of munitions in training. Military munitions include: bullets, bombs, rockets, pyrotechnics, grenades, blasting caps, shells, fuzes, pyrotechnic and explosive simulators, and other explosive items. Most military munitions contain some form of propellants, explosives, or pyrotechnic mixes to make them function (explode, propel, or produce intense smoke or light) properly. When a military munition does not function as intended (do what it is supposed to do) during use, they normally become Unexploded Ordnance or UXO. Many people also refer to UXO as "duds." These items are extremely dangerous and should never be touched or moved because they can still explode and cause serious injury or death.

Types of UXO

In the past century, all shapes, sizes, and types of explosive ordnance have been used at the former Lakehurst Proving Grounds for weapons system testing and troop training activities.

- Small arms munitions
- Hand grenades
- Rockets
- Projectiles
- Mortars
- Projected grenades
- Rifle grenades
- Submunitions
- Bombs



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Do you have any safety related topics you would like to see in our publication or have any questions we can help with? Contact us at X2525.







UXO SAFETY AND REPORTING PROCEDURES

UXO, whether present in an area by design or by accident, poses the risk of injury or death to anyone in the vicinity. To lessen the danger of UXO hazards and to help prevent placing others at future risk, certain precautions and steps should be taken by anyone who encounters UXO.

"IF YOU DID NOT DROP IT, DO NOT PICK IT UP!"

Safety

A person can lessen the danger of UXO hazards by being able to recognize the hazard and by adhering to the following basic safety guidelines (NAVEODTECHDIV 1994):

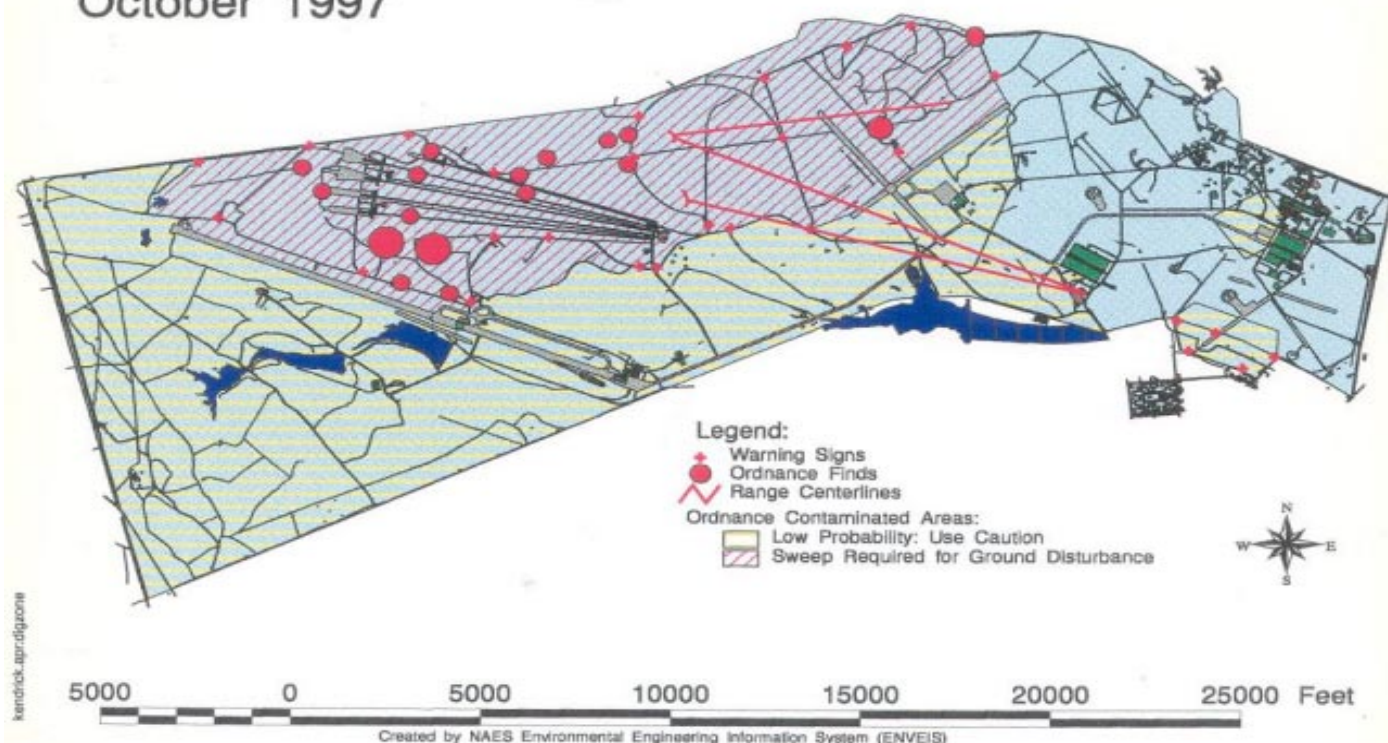
UXO SAFETY PROCEDURES	
	After identifying potential UXO, do not move any closer to it. Some types of ordnance have magnetic or motion-sensitive proximity fuzing that may detonate when they sense a target. Others may have self-destruct timers built in.
	Do not transmit any radio frequencies in the vicinity of a suspected UXO hazard. Signals transmitted from items such as walkie-talkies, short-wave radios, citizens' band (CB) radios, or other communication and navigation devices may detonate the UXO
	Do not attempt to remove any object on, attached to, or near a UXO. Some fuzes are motion-sensitive, and the UXO may explode
	Do not move or disturb a UXO because the motion could activate the fuze, causing the UXO to explode
	If possible, mark the UXO hazard with a standard UXO marker or with other suitable materials, such as engineer tape, colored cloth, or colored ribbon. Attach the marker to an object so that it is about 3 feet off the ground and visible from all approaches. Place the marker no closer than the point where you first recognized the UXO hazard.
	Leave the UXO hazard area & Report the UXO to the proper authorities

Reporting Procedures

Any UXO discovered should be immediately reported to the Public Safety Department Police Dispatch personnel. emergency line ext: 911 or 4000 EOD personnel should be notified by telephone. Ideally, the exact location should be noted along with the type, condition, estimated size, and distinctive features of the ordnance. Stay away from areas of known or suspected UXO. This is the best way to prevent accidental injury or death.

NAES Ordnance Contaminated Areas

October 1997



UNDERSTANDING THE STRESS/HEALTH CONNECTION

STRESS EXISTS IN YOUR MIND....but it's also evident in your stomach, heart, muscles and even your toes. In fact, stress may affect every cell in your body.

During stressful times, your body produces various chemicals, including cortisol, an immune-suppressing hormone. The more cortisol produced, the weaker your immune cells become and the more susceptible you are to illness.

A one-day stressor isn't going to make a big change in your risk of getting a cold. But a chronic stressor that lasts a few weeks could dampen your immune response and create a risk of disease.

Migraine headaches, sleep disorders, backaches, skin rashes, fatigue, irritability, headache, depression, worry, mood swings, chest pain, anxiety, upset stomach, ulcers and high blood pressure are common reactions to stress.

By gaining a better understanding of the stress/disease connection, you can reduce your stress and, in turn, improve your health and well-being.

Keeping Stress in Check

No one can avoid all stress, and a certain amount actually is good for you. But it's best to keep unhealthy levels in check. The following steps can help you control everyday stress.

Recognize Your Stress Signals

Once you're aware of your stressors, you'll have a better idea of when you're stressed and can take steps to reduce them.

Exercise

Aerobic workouts can release pent-up frustrations while producing endorphins, brain chemicals that counteract stress.

Eat A Healthful Diet

A balanced diet can help stabilize your mood.

Communicate With Friends and Family

Social ties relieve stress and contribute to a positive attitude.

Spend Time Enjoying Your Hobbies

Doing so allows you to focus on a pleasurable activity instead of your problems.

Avoid Alcohol and Drugs

Using alcohol or other drugs to relieve stress only masks symptoms and can worsen stress in the long run.

Try Relaxation Techniques.

Meditation, visualization, deep-breathing exercise, yoga and listening to relaxation tapes can help you relax.

If stress seems to be getting the best of you, contact your doctor.

ARE THERE HIDDEN DANGERS IN YOUR CAR?

Can Everyday Objects Turn Deadly

Tens of millions of autos on the road today, have crash tested well and feature air bags, and antilock brakes, and leave a driver with a sense of safety when driving their automobile on the road. Yet, speed limits have risen and SUV's have multiplied. Meanwhile, people have turned their vehicles into second living rooms with hidden dangers, from PDAs on the dashboard to those weekend projects in the back. It is a recipe for disaster..... **because in a crash**, any of these objects could turn into a deadly projectile.

The automotive industry has known about this for years. In 1986 General Motors engineers were warning that passengers and drivers could sustain serious injuries from unsecured cargo.

One evening in Las Vegas three years ago, a man buckled his 16month old daughter into her safety seat in their sedan. They were on their way home. Fifteen minutes from their home the man lost control of his car and spun off the road. The severe crash killed the man. Police found his daughter alive, still strapped in her car seat. But a standard-size metal toolbox that was on the back seat floor of their sedan had been hurled about in the rollover. It fractured her head. Today, the girl's right arm and hand are nearly useless. Her legs require braces. The girls mother said she had never thought about what was in the back of the car until this accident. But it does not have to be something as large as a toolbox to cause an injury. A husband, wife and their son were hit head-on by a pickup. The husband and wife were not injured but their son suffered a skull fracture....**from a cell phone**.

According to the NHTSA, in 2001 over 36,000 drivers and passengers lost their lives, another 2.9 million were injured. Transportation experts say that many injuries and deaths aren't the result of the collision, but of unrestrained cargo, pets or passengers. Loose cargo and unbelted riders are safety issues that drivers tend to overlook. More lives are being lost and more injuries are being suffered from these safety issues than we realize. People are unaware of what can happen in a collision. After the outside collision, there are always collisions inside. Both are just as serious.

In a study done by State Farm Mutual Automobile Insurance Company and The Children's Hospital of Philadelphia, out of 179,000 children studied 12, 513 of these children were injured by something inside of the vehicle, over 3,000 collided with loose objects, other passengers or both. It could be even worse for adults. Effectiveness and use of child car seats surpasses adult seat belts, so the fact that adults are less protected in the first place, puts them at higher risk of being injured by loose objects or unseatbelted passenger.

The list of projectiles that could be in a vehicle is endless. From golf clubs, to stollers and yes, even our cell phone, can all cause serious injures. At 35 m.p.h. in a head-on crash, a one pound can of beans in the back seat continues at that speed until it strikes someone or something with 100 pounds of force. That is more than enough force to fracture someones skull.

The rising popularity of SUV's, minivans and station wagons, lacking standard cargo trunk areas, can be part of the problem. For millions of drivers, everything goes into one open compartment, a one-box design.

What are some solutions? Get a cargo barrier that's been crash tested and will bolt into the frame of you automobile. When stowing items on the floor, never pile them above the top of the back seat. Use safety features, such as grocery-bag hooks, compartments and tie-down anchors. Secure all objects with heavy rope, cords or cargo straps. If your going to have something in the car for your child to play with, choose soft books or soft toys. And always, buckle up.....it's the law!!!

Some of this article was taken from excerpts of the March issue 2003 of the Reader's Digest. We would suggest everyone especially people who have children they transport, read the full article in the Readers Digest. It is very enlightening.

HAZARD ALERT

CPSC, Random House, Inc. Announce Recall of Children's Board Book Sets

WASHINGTON, D.C. - In cooperation with the U.S. Consumer Product Safety Commission (CPSC), Random House Inc., of New York, N.Y., is voluntarily recalling about 360,000 children's board book sets. The book sets



were sold in cardboard boxes with plastic snaps. The plastic snaps can detach, posing a choking hazard to young children.

CPSC and Random House have not received any reports of injuries involving these book sets. This recall is being conducted to prevent the possibility of injuries.

The boxed sets included in the recall have children's characters on the front of the box, a colored plastic handle and plastic snaps. The book set titles are "MONSTERS TO GO!", "DISNEY PRINCESS - DISNEY THE PRINCESS COLLECTION 2," "DISNEY'S WINNIE THE POOH - A VERY MERRY CHRISTMAS," and "BARBIE - MY BARBIE FUN BOX." Each book set contains four board books inside. Only book sets with plastic snaps are included in the recall. Book sets with metal snaps are not part of the recall.

Book, discount department stores and online retailers sold the recalled books nationwide from August 2002 through January 2003 for about \$10.

Consumers should immediately cut off the lid of the box with the plastic snaps and throw away the rest of the box. Send the lid with the plastic snaps to Tri-State, c/o Anthony Armetta, 325 Rabro Drive, Hauppauge, NY 11788 to receive a free replacement book set, and a refund for postage. For additional information contact Random House at (800) 805-8534 ET Monday through Friday or visit the firm's web site at www.randomhouse.com

CPSC, Makita U.S.A. Announce Recall to Repair Electric Sanders

WASHINGTON, D.C. - In cooperation with the U.S. Consumer Product Safety Commission (CPSC), Makita U.S.A. Inc., of La Mirada, Calif., is voluntarily recalling about 350,000 electric orbit sanders. The pads on the sanders can



break apart during use and strike the operator, posing an injury hazard to consumers.

Makita U.S.A. Inc. has received 13 reports of pads coming apart, including three minor injuries that resulted from pieces of the pad striking consumers.

The recalled sanders include the BO5000 and BO5001 model numbers, which can be found on the silver nameplate on the sander's body. The sander's housing is blue and the name "Makita" appears in large white letters on the motor housing. These sanders were manufactured in the United States.

Home centers, hardware stores, and industrial suppliers nationwide sold the sanders from April 1992 through February 2003 for between \$110 and \$125.

Consumers should stop using the recalled sanders immediately and return them to the nearest Makita factory service center for a free repair. For more information on how to return the sanders or to locate the nearest Makita factory service center, consumers should contact Makita at (800) 462-5482 between 8 a.m. and 4:30 p.m. Monday through Friday.

No other Makita sanders are involved in this recall. Any BO5000 or BO5001 sanders with the letters "PUR" on the pad are not involved in this recall.

For more information on the current or any past recalls visit CPSC's homepage at <http://www.cpsc.gov/>

MISHAP CORNER**MISHAP CORNER****MISHAP CORNER**

The Secretary of the Navy released a message in July 2002, titled "Reducing Lost Time Due to Injuries". The current Navy Lost Day Rate is 40.23 days per 100 employees. The Secretary has set a goal of reducing this number to 12.1 days by FY06. To affect the goals listed in the subject message, an Enterprise Team, comprised of NAVAIR wide Injury Compensation Program Administrators, Safety and Occupational Health Personnel and members of HQ's Office of Counsel and Human Resources Personnel was formed to determine the action required to reach the set goal. Since the team was formed they have developed recommendations such as a Team Light Duty/Return to Work Program, IPT Reducing Lost Time and various types of training. Implementation of the above and future initiatives, should get us well on our way to meeting the established goal.

The above information is provided to make you aware that there is a very strong interest within the organization in personal injuries and the severity of those injuries. The ideal solution to the problem is to have "Zero Mishaps and Injuries" and is something we should strive for. All of us can help to reduce our numbers simply by being more aware or attentive during our every day work practices. We all know that we are in trying times and that we are constantly aware of what we do here and who we do it for. If we don't take care of ourselves and pay attention to our work and to our surroundings we will not get the task done safely. We all really know how to do it safely, we just need to do it. The following comments are taken from our new Commanding Officer's, Captain Mark L. Bathrick, CO's Command Philosophy email.

Safety. Zero mishaps on and off the job is the **only acceptable goal**. Anything less is a free victory to any potential adversary. Safety is an absolutely vital consideration in every evolution and can only be achieved through the rigorous application of **Operational Risk Management (ORM)** principles in every task we undertake. Safety rules are written in the blood of those who failed to heed them. Each of us must be intimately familiar with the safety precautions associated with our jobs and the safety features of the equipment we operate. **Every** member of the NAES Lakehurst team possesses a **"NO vote"** and an obligation to exercise it when confronted with a situation that compromises the safety of our mission accomplishment.

How We Get Hurt at Lakehurst Mishaps that occurred in the Month of February

- Employee slipped on ice and fell resulting in **4 Lost Work Days**
- Employee slipped on ice and fell resulting in **1 Lost Work Day**
- Employee received chemical splash to his eyes resulting in **1 Lost Work Day**
- Employee slipped on ice and fell, resulting in **Loss of Time**

Definitions

Lost Work Day - Loss of atleast one full work day subsequent to the date of injury.

Loss of Time - any time lost from work on the day of the injury or after the day of injury, but not resulting in a full lost workday.

Reminder To All Supervisors

Report all injuries to the safety Office as soon as possible at X2525.

Personal Injury Notice Reports can be printed out from the Public Safety Department's Safety Occupational Safety and Health Website at <http://www.lakehurst.navy.mil/nlweb/safety/forms/forms.html>